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## REPORT

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The Kem' locomotive depot completed the 7-month plan for overhaul and washing repair of locomotives 5 days ahead of schedule.

The Kirov system is not carrying out the program for freight-car turnaround.

**LENINGRAD AND OCTOBER SYSTEMS** -- Leningradskaya Pravda, No 179, 31 Jul 49

Since the first of 1949, the Leningrad and October railroad systems have handled about 7,000 above-norm-weight trains. The October System completed the July plan for carloadings ahead of schedule.

There are still serious shortcomings in the operations of the systems. Reserves are not fully utilized to achieve acceleration of rolling stock turnaround. Delays are numerous on industrial sidings. Introduction of advanced methods of marshalling is lagging on many sections. Losses from spoilage of freight are great on the Leningrad System. Many enterprises are lagging with mechanization and organization of technical processes.

**LATVIAN RR SYSTEM** -- Sovetskaya Latvija, No 179, 31 Jul 49

During 1948 the Latvian Railroad System carried 4.6 million more passengers than it did in 1940. The carloading plans for the first two quarters of 1949 were completed successfully, and the system gave the state 17 million rubles in above-plan profits.

During the first half of 1949, the Daugavpils section completed the plan for average daily carloadings 108.8 percent, accelerated locomotive turnaround time 13 percent against the plan, and exceeded the plan for locomotive turnaround. The July plan for loading and unloading was completed 10 days ahead of schedule. All enterprises of the section are operating profitably and saved 1,370,000 rubles during the first 6 months of this year. The turnover of working capital was accelerated by 2.8 days for the section as a whole, and 312,000 rubles of working capital were released.

The electric power economy of the Latvian Railroad System has been completely restored, and the Five-Year Plan was completed in 3 1/2 years in this respect. In comparison with prewar figures, the number of electric power plants in the system has increased 170 percent, their capacity has increased 13 times, and production of electric power has increased 560 percent.

Sovetskaya Latvija, No 177, 29 Jul 49

The Latvian Railroad has restored thousands of kilometers of track, hundreds of installations, and locomotive and railroad car depots. Many station houses have been rebuilt, including the stations in Yelgava, Gulbene, Rezekne II, Kemer, Ogre, and Kegums. Much new work has also been done, including the construction of semiautomatic gates, control signals, dial telephone exchanges, and modern locomotives.

Freight turnover in 1948 was 52 percent greater than in 1940 and freight turnover in ton-kilometers increased 75 percent. There was an increase of 4.6 million passengers carried during the same period. In comparison with 1940, turnaround time of freight cars was 32 hours lower, the average train weight was 178 tons greater, and average speed excluding stops was 6.8 kilometers per hour faster in 1948. The railroad has exceeded the rates set for the end of 1950 in the majority of operating indexes.

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**LITHUANIAN RR SYSTEM -- Sovetskaya Litva, No 179, 31 Jul 49**

During the first half of 1949, the Lithuanian Railroad System exceeded the plan for carloadings and raised the quality of freight operations. Overall freight car turnaround time was cut by 11.6 percent in comparison with 1948; this, though still unsatisfactory, helped to improve utilization of rolling stock. The system refused state subsidy and saved 6 million rubles.

**KISHINEV RR SYSTEM -- Sovetskaya Moldaviya, No 153, 31 Jul 49**

During the first half of 1949, the Kishinev Railroad System completed the plan for freight handling 110 percent, the norm for average speed including stops 106.4 percent, the norm for average speed excluding stops 100.9 percent, the norm for average daily distance travelled for locomotives 108 percent, and the norm for locomotive turnaround 105.4 percent. The plan for medium depot repair and overhaul of locomotives was exceeded. The plan for capital repair of freight cars was completed 144.2 percent, for medium repair of freight cars 101.5 percent, for capital repair of track 110 percent, and for medium track repair 146 percent.

The volume of freight handling on the system in 1949 practically doubled in comparison with 1940. The Five-Year Plan for average speed including and excluding stops, capital repairs of freight cars, and medium repair of locomotives has been exceeded.

**TASHKENT RR SYSTEM -- Pravda Vostoka, No 150, 31 Jul 49**

Recently the Tashkent Railroad System has considerably increased loading and unloading and improved operational indexes. In June the system reached the carloading level planned for 1950. Freight car turnaround time was decreased by 20.2 percent, and average speed including stops was increased by 1.6 miles per hour. The introduction of advanced methods of handling trains saved 10,350 car-hours. The locomotive park of the system has been reduced from 50 percent above the norm to 20 percent above the norm; 320 locomotives are now operating on cost accounting.

However, the system did not meet the second-quarter carloading goal and is a long way from making complete use of its reserves. The traffic service lacks organization and operates poorly. The freight and commercial services also function poorly. Recently the road maintenance service has been hindering the system's operations seriously.

**KIRGIZ RAILROADS -- Sovetskaya Latvya, No 149, 31 Jul 49**

Freight turnover is increasing on the high-mountain railroad line between Bystrovka and Rybach'ye, which was opened to temporary service in 1948 and is still not completed. The line carries many necessary cargoes to Issyk-Kul' and T'yan'-Shan' oblasts. Construction workers are striving to ready the line for permanent exploitation during the third quarter. So far, 228 running meters of wooden bridges have been built, as well as a metal bridge across the Chu River.

The Pishpek Section of the Turkestan-Siberian Railroad, organized at the beginning of 1949, has increased the dispatching of freight trains according to schedule from 76 percent to 94.7 percent, the handling of freight trains on schedule from 85 percent to 91.1 percent, and handling of passenger trains is on schedule 98 percent of the time. During the first half year, average speed including stops on the section was 19 kilometers per hour, as against the assigned 18.5.

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Average speed excluding stops of locomotives operating out of the Pishpek Depot is 3 percent above the norm, and average daily distance travelled is 10 percent above the norm. Introduction of Series E locomotives has raised the weight of freight trains by more than 100 percent.

However, internal resources are not being completely utilized on the Pishpek section. The assignment for loading, unloading, and freight-car turnaround are not being completed. Many enterprises served by the section, such as the Plant imeni Frunze, the meat combine, and the milling combine, are retarding freight-car turnaround.

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